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Part IV

Department of Transportation

Federal Aviation Administration

National Airspace Review

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

National Airspace Review

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed plan for public review and comment.

SUMMARY: The FAA is proposing a National Airspace Review encompassing airspace and procedural aspects of the air traffic system. This will be a joint FAA-aviation industry venture to improve the efficiency and effectiveness of the present ATC system incorporating existing technological improvements. To accomplish this, a comprehensive plan has been developed containing an administrative structure and detailed task assignments which when acted upon will result in recommendations to the FAA on those identified assignments. The proposed review is intended to be a vehicle that will drive the implementation of valid recommendations for changes to airspace and procedures within the ATC system.

DATE: Comments must be received on or before September 21, 1981.

ADDRESS: Send comments on the proposal to: Karl Trautmann, Chief, EnRoute Procedures Branch, AAT-330, Federal Aviation Administration, 800 Independence Avenue SW., Washington, D.C. 20591.

FOR FURTHER INFORMATION CONTACT: Anthony Borden, Ron R. Haggerty, or L. Jack Overman, Program Management Staff, National Airspace Review, AAT-330.10, (202) 755-9018.

SUPPLEMENTARY INFORMATION: A review of airspace allocations and air traffic procedures, on a national level, has been made necessary for a number of reasons.

1. Changing ATC service requirements.
2. The need to simplify the air traffic system.
3. The need to consider the increasing cost of fuel in airspace design and procedural changes.
4. A continuing need to refine and improve air traffic flow management.
5. Changing civil user demands must be address such as, sophistication and growth of general aviation, increase in commuter/air carrier operations as a result of deregulation, and increasing helicopter activities.
6. Changing military training requirements must be accommodated in the air traffic system.

After evaluation of these factors, it became evident that a review of airspace and procedures of the air traffic system should be conducted.

Therefore, the FAA drafted a strawman plan for a national review of airspace and ATC procedures and presented it to the aviation community at an informal meeting held at FAA Headquarters on May 27 and 28, 1981.

The proposed plan as presented here was developed as a result of comments received from that meeting and from within the FAA. The National Airspace Review will include participation of representatives from aviation industry, DOD, FAA, labor, and state aviation organizations, who will study and make recommendations on identified task assignments.

Although Research and Development projects identify long term goals, this study must address near term resolutions that will improve our current ATC system using existing technology while matching R&D efforts.

In order to remain within the confines of the Federal Advisory Committee Act (Pub. L. 92-463) which governs the creation and operation of advisory committees, a charter is required. The charter describes the organizational structure, responsibilities of participants, and public notification requirements of meetings under the National Airspace Review program.

The intent of the National Airspace Review is to be a vehicle that will drive the implementation of valid recommendations for changes to airspace and procedures within the ATC system.

We believe recommendations relative to each task assignment should represent a balance of views between users and the FAA because of the joint participation aspect of the plan.

National Airspace Review Proposed Plan

Purpose

The purpose of the National Airspace Review (NAR) is to conduct an in-depth study of airspace and procedural aspects of the existing air traffic system. This will enable us to identify and implement changes which will promote greater efficiency for all airspace users and simplify our system. Additionally, the NAR will match airspace allocations and air traffic procedures to technological improvements and fuel efficiency programs.

Recommended changes to the present air traffic system as a result of National Airspace Review studies will also be integrated into associated Research and Development efforts.

The duration of this review program will be approximately 42 months.

Objectives

There are three main objectives of the National Airspace Review.

Objective 1 is to develop and incorporate into the air traffic system a more efficient relationship between traffic flows, airspace allocation, and system capacity. This will involve the use of improved air traffic flow management to maximize system capacity and improved airspace management.

Objective 2 is to review and eliminate, wherever possible, governmental restraints to system efficiency levied by FAR's and FAA Handbooks. The intent is to reduce complexity and simplify the ATC system.

Objective 3 is to revalidate air traffic control services within the National Airspace System with respect to state-of-the-art and future technological improvements. This will entail a complete review of separation criteria, TCA/TRSA requirements, IFR/VFR services to the pilot, etc.

Around these objectives evolved the proposed list of task areas to be studied.

Administrative Structure

To effectively manage a program of this magnitude, an organizational structure was developed to provide the necessary direction and coordination. It consists of an: (1) Executive Steering Committee, (2) a Program Manager, (3) a Program Management Staff, and (4) Task Groups. A brief description of the role and responsibilities of each entity is listed below.

The Executive Steering Committee is composed of a cross section of the aviation industry and chaired by the FAA Deputy Administrator.

Their responsibility will be to:

1. Review staff studies/progress reports on task group activities to insure that recommendations meet the intent and purpose of the National Airspace Review.
2. Provide guidance by recommending further study in areas where, in the opinion of the committee, task group recommendation fall short of stated program objectives.
3. Recommend to the FAA Administrator, adoption or non-adoption of task group proposals associated with the National Airspace Review.

The Program Manager is a joint position composed of:

1. Williard Reazin, Chief, ATC Procedures Division, AAT-300.
2. B. Keith Potts, Chief, Airspace and Air Traffic Rules Division, AAT-200.

The function of the Program Manager is to:

1. Supervise program development and implementation.

2. Provide direction, as necessary, to the Program Management Staff to insure a system approach is taken as development and implementation progresses.

The Program Manager will report directly to the Executive Steering Committee providing staff studies and status reports on task group activities.

The Program Management Staff Directors are:

Karl D. Trautmann (Primary), Chief, EnRoute Procedures Branch, AAT-330

Sid Wugalter (Alternate), Chief, Airspace and Obstructions Branch, AAT-230.

The Program Management Staff is composed of 3 full time members:

Anthony Borden—AAT-320, Terminal Procedures Branch

Ron Haggerty—AAT-330, EnRoute Procedures Branch

L. J. Overman—AAT-230, Airspace and Obstructions Branch.

In addition, selected representatives from all other FAA Headquarters Air Traffic Divisions will serve for short periods of time as their specific area of expertise is required.

The function of the Program Management Staff is to:

1. Develop the plan and coordinate subsequent actions.

2. Establish task group goals and time constraints.

3. Recommend task group chairmen.

4. Monitor task group progress.

5. Provide regular status reports to the Program Manager.

6. Provide interface between task groups to insure compatibility of recommendations.

7. Provide technical expertise, as necessary, to task groups.

8. Coordinate all program activities to insure a smooth transition occurs from one task group to the next.

9. Schedule implementation efforts so as to have minimal system impact.

Task group members will be selected from the aviation industry (management/labor), federal, and state government aviation agencies. Personnel selected will possess expertise related to the specific task assignment. The responsibilities of each task group will be to:

1. Review and analyze data related to the task assignment.

2. Identify system impact of recommended changes.

3. Provide regular reports to the Program Management Staff on task group progress.

4. Submit final recommendations, via staff study, to the Program Management Staff.

Task group composition should be limited to not more than 10 members; however, the exact number will be determined by the Program Management Staff depending on task assignment and length of study time.

National Airspace Review Schedule

August 10, 1981—Proposed plan published in the Federal Register.

September 21, 1981—Receive user comments from Federal Register.

September 29, 1981—Present National Airspace Review plan and charter to FAA Administrator for signature.

September 30, 1981—Publish plan in Federal Register. Arrange for press release of plan.

October 1, 1981—Begin implementation of plan.

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Task Groups (TG)

TG 1-1

Study Location—FAA Headquarters, Washington, D.C.

Random Routes—Study date Oct. 12-Dec. 5, 1981.

The FAA's 'Operation Free Flight' data has been analyzed and results indicate considerable fuel savings will result if a program of this nature is implemented. This task group will study the concept of Random Routes in both the low and high altitude structure for implementation on a national basis.

Airway Realignment—Study date Apr. 19-Jun. 4, 1982

Jet routes and low altitude airways provide airspace protection, charted courses, and altitude information. A review of these routes is necessary to insure that they conform to existing traffic flows. Establishment and retention criteria of airways and jet routes should also be studied.

Alternate Airway Reduction and Re-Identification—Study date Apr. 19-Jun. 4, 1982

The present alternate airway structure is still based largely on non-radar separation standards. With the increased use of radar, an evaluation is needed to eliminate unnecessary alternate airways, and reidentify remaining routes taking into consideration ICAO standards. This would contribute to a reduction in chart clutter.

Preferential Arrival/Departure, IFR Routes—Study date Jun. 28-Jul. 30, 1982

These routes are designed to segregate traffic flows. This area should be evaluated for changes which will increase system efficiency and simplify the program while making this information available to the pilot.

SID/STAR Evalution—Study date Jun. 28-Jul. 30, 1982

While these routes and charts are of value to both pilot and controller, the concept needs further study and evaluation with regard to traffic flows and information depiction. A review is necessary to:

1. Determine their need.

2. Reduce complexity.

3. Simplify development criteria.

4. Insure system compatibility.

5. Evaluate the possibility of including the depiction profile descents on the current STARs chart.

Fixed Routes (RNAV) Evaluation—Study date Sept. 20-Oct. 15, 1982

The concept and use of area navigation opens many avenues for flight in the Random Route area. An evaluation of the fixed route concept for RNAV use is needed to determine continued justification.

Participants

FAA, EnRoute Procedures Branch, AAT-330

FAA, Southern Region, ASO-530

New York Center

Cleveland Center

Minneapolis Center

Air Transport Association

National Business Aircraft Association

Aircraft Owners and Pilots Association

National Association of State Aviation Officials

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TG 1-2

Study Location—FAA, Southern Region Headquarters Atlanta, Georgia

Enroute Metering (ERM)—Study date Jan. 4-Feb. 26, 1982

Although the enroute metering function is ready to be implemented, a study is necessary to determine:

1. How ARTCC boundary changes nationwide will be effected.

2. The feasibility of an interface of ERM with Central Flow Control on an interim basis until the Integrated Flow Management Program evolves.

System Delay Information Dissemination—Study date May 10-Jun. 11, 1982

A review of our present method of disseminating delay information dissemination process is necessary to determine if more effective means can be adopted.

Severe Weather Avoidance Plan Evaluation—Study date May 10-Jun. 11, 1982

A review, on a national basis, of the concept of the Severe Weather Avoidance Plan is necessary to determine.

1. The effectiveness of the present plan.
2. Changes that may be necessary for improvement.
3. The continued need for the plan.

Automation Interface—Study date Jul. 5–30, 1982

Participation is needed with ICAO representatives in the establishment of standards for an international computer interface. Also, a need exists for terminal-terminal ARTS III interface to expedite data exchange on tower enroute traffic. This review would study existing and future programs and recommend the best approach.

Participants

FAA, Southern Region, ASO–530
FAA, Southwest Region, ASW–530
FAA, Automation Division, AAT–500
Central Flow Control Facility
Air Transport Association
National Business Aircraft Association
Department of Defense
Commuter Airlines Association of America
Professional Air Traffic Controllers Organization

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TG 1–3

Study Location—Houston ARTCC, Houston, Texas

Weather Dissemation—Study date Jan. 4–Feb. 26, 1982

A long standing area of concern for the FAA and aviation community is the accurate and timely dissemination of real-time weather. Although future enhancements are being developed, studies must be done to improve existing methods of disseminating aviation weather.

Participants

FAA, Flight Service Procedures Branch, AAT–360
FAA, Southwest Region, ASW–530
Central Flow Control Facility
Aircraft Owners and Pilots Association
Airline Pilots Association
Air Transport Association
National Business Aircraft Association

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TG 1–4

Study Location—FAA Headquarters, Washington, D.C.

Terminal Control Areas—Study Date Oct. 12.–Nov. 27, 1981

Terminal control areas are presently under review with regard to an ATCA report on the subject. Our intent is to review that study, along with others, and develop recommdations for the TCA concept. Criteria, design, and simplicity will be studied.

Terminal Radar Service Area Evaluation—Study Date Mar. 8–May 16, 1982

TRSA's are also under review with regard to the ATCA report. This evaluation should include establishement criteria, design, services provided, and the TRSA concept with regard to user benefit.

Mandatory Communication Areas—Study Date Jun. 7–Jul. 2, 1982

The concept of mandatory communication areas should be evaluated as a possible substitution for some TCA's and TRSA's, along with separation/service requirements.

Control Zones, Transition Areas, Airport Traffic Area Evaluation—Study Date Sep. 20–Oct. 29, 1982

There is growing concern over the present complexities of airspace assignments, including redundancies and overlap. An evaluation in this area should be conducted to simplify the entire concept.

Stage II/III Services Evaluation—Study Date Aug. 2–Sep. 10, 1982

Present ATC services in terminal areas are divided into Basic, Stage II, and Stage III services. This concept should be studied for validation of pilot/controller understanding, requirements placed on both, and its relationship to TCA's and TRSA's.

VFR Terminal Routes—Study Date May 3–Jun. 11, 1983

There has been much concern in the area of VFR flight paths in and around metropolitan areas having large volumes of traffic. These routes should be evaluated for concept, VFR flyway depiction, and services provided.

Traffic Patterns (Altitude-Size)—Study Date May 3–Jun. 11, 1983

Traffic patterns, including horizontal and vertical limits, lack definition and uniformity. We recognize that performance characteristics of individual aircraft create this situation. However, an evaluation to standardize traffic patterns should be implemented to help simplify the system and define airspace responsibility.

Part 93 Review—Study Date Jan. 3–Feb. 19, 1983

These special air traffic rules are in need of review. This is especially true for those procedures and regulations tailored for specific locations. Airspace restructure based on the National Airspace Review may require amendment or elimination of some rules under Part 93.

Part 1 Review—Study Date Mar. 1–Apr. 2, 1983

The present FAR's and ATC system have increased in complexity over the past decade. This has caused a need to review existing definitions to insure adequate guidance and reduce the possibility of misinterpretation. Deletion or changes to current definitions may be required based on recommendations of the National Airspace Review.

Participants

FAA, Western Region, AWE–530
FAA, Airspace and Air Traffic Rules Division, AAT–200
Aircraft Owners and Pilots Association
Air Transport Association
Commuter Airline Association of America
Airline Pilots Association
Department of Defense
National Business Aircraft Association
Air Traffic Control Association

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TG 1–5

Study Location—Chicago, Illinois

Facility Shutdown Agreement—Study Date Oct. 12–Nov. 20, 1981

More dependence has been placed on non-domestic facilities for use in the ATC system. However, no formal agreement is in effect that insures notification of shutdown of these facilities in sufficient time to allow for adjustment in airspace designation and procedures. This group would develop a formal memorandum of agreement between non-domestic facilities to cover planned navigational facility shutdowns.

Common Airspace and Procedures Integration—Study Location Feb. 1–Mar. 5, 1982

Present airspace and procedural applications are different along US border areas. This causes confusion among the flying public as well as control agencies. A study for simplication and commonality should be conducted.

Canadian Airspace Category Redefinition—Study Date May 10–Jun. 25, 1982

Canada is in the process of redefining its airspace by category to simplify their present system. A review of this action is needed to determine compatability with the U.S. system or for possible U.S. adoption.

Participants

FAA, EnRoute Procedures Branch, AAT–330
FAA, Airspace Regualtions Branch, AAT–230
FAA, Airway Facilities Service
FAA, Western Pacific Region, AWP–530
FAA, Midwest Region, AMW–530
Transport Canada

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TG 1–6

Study Location—FAA, Headquarters, Washington, D.C.

Part 189 Elimination—Study Date Mar. 1–Apr. 9, 1982

As is the case with all government regulations, content review is needed to insure minimal restraints. Part 189, 'The Use of FAA Communications Systems,' is an area which may no longer be applicable.

Part 77 Rewrite—Study Date Apr. 19–May 7, 1982

Part 77, 'Objects Affecting Navigable Airspace,' is an area which should be analyzed and rewritten for simplification and clarity.

Part 91 Reorganization—Study Date Jun. 7–25, 1982

Due to the addition of numerous regulations to Part 91 over the past 18 years, this Part has become disjointed and complex. Realignment by subject material is necessary.

Part 91 Subpart B Evaluation—Study Date Aug. 2–Sept. 17, 1982

Subpart B, 'Flight Rules,' of Part 91 needs review for simplification and reduction of regulations. This would include associated equipment requirements.

Participants

FAA, Regulations and Enforcement Division, AGC–200
FAA, Airspace and Air Traffic Rules Division, AAT–200
FAA, Southern Region, ASO–530
Aircraft Owners and Pilots Association
Air Transport Association
Department of Defense
Commuter Airline Association of America
National Association of State Aviation Officials
Naitonal Business Aircraft Association

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TG 2–1

Study Location—Southern Region Headquarters, Atlanta, Georgia

Military Training Routes—Study Date Nov. 1, 1982–Jan. 7, 1983

The Military Training Route program should be reviewed, on a national basis, to determine the adequancy of route depiction and information dissemination. An overall review of existing procedures for both DOD and FAA should be conducted in light of experience gained since the program began in 1978.

Temporary Special Use Airspace—Study Date Apr. 5–29, 1983

Temporary Special Use Airspace should be studied for possible changes to increase efficiency of airspace usage. Areas to be reviewed are lead time requirements for charting and a means to accommodate composite training.

Special Use Airspace Requirement Review—Study Date Jun. 21–Jul. 30, 1983

Special Use Airspace should be reviewed on a national level to validate items such as establishment criteria, usage rates, and retention critieria.

Real-Time Joint Use—Study Date Sept. 6–Oct. 8, 1983

The joint use of designated Special Use Airspace requires close coordination and cooperation between using and controlling agencies. The concept of real-time joint use requires a study to develop a means to effectively and efficiently administer its use.

National Security Areas—Study Date Oct. 18–Nov. 12, 1983

The concept of National Security Areas is to provide protective airspace in areas which presently do not qualify for special use airspace designation. This concept should be investigated with regard to need, criteria, charting, application, and relationship to special use airspace.

Flight Test Areas—Study Date Nov. 22–Dec. 17, 1983

Flight test areas are presently not charted. A review of this type of activity should be accomplished to determine the need for charting and the best method to depict these areas.

Separation from Special Use Airspace—Study Date Jan. 3–28, 1984

Special use airspace is usually controlled by the using agency and released to them to conduct their activities. This has created concern over 'buffer zones' and separation from special use airspace boundaries. A study is necessary to determine what, if any, separation requirements should be in effect around these designated areas.

Part 73 Evaluation—Study Date Feb. 7–Mar. 17, 1984

The FAR's in Part 73 concern special use airspace. This area should be reviewed for adequacy, redefinition, and simplification.

Participants

FAA, Southern Region, ASO–530
FAA, Airspace Regulations, Branch, AAT–230
FAA, Flight Service Procedures Branch, AAT–360
Los Angeles ARTCC
Department of Defense
National Association of State Aviation Officials
Aircraft Owners and Pilots Association
Experimental Aircraft Association

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TG 2–2

Study Location—FAA Headquarters, Washington, D.C.

Part 75 Elimination—Study Date Nov. 1–Dec. 10, 1982

FAR Part 75, 'Establishment of Jet Routes and Area High Routes,' describes specific fixed routes from FL180 through FL450. This area should be reviewed for possible exclusion from the regulatory process since the associated airspace is already delegated in Part 71.

Part 71 Reduction—Study Date Feb. 22–Apr. 2, 1983

This Part deals with designation of controlled airspace assignments. Over the past few years, redundancies have developed due to system requirements on airspace. This area should be studied for reduction or possible elimination from the regulatory process.

Waivers/Exemption Process Review—Study Date May 3–Jun. 11, 1983

Simplification of the processing of waiver and exemption applications, along with its delegation of authority, should be reviewed. This effort would be in conjunction with Part 91 reorganization to help identify waiverable rules.

Participants

FAA, Southern Region, ASO–530
FAA, Operations Law Branch, AGC–220
FAA, Southwest Region, ASW–530
FAA, Airspace and Air Traffic Rules Division, AAT–200
FAA, General Aviation and Commercial Division, AFO–800

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TG 2–3

Study Location—FAA Headquarters, Washington, D.C.

VFR Charting—Study Date Jan. 3–Feb. 19, 1983

Efforts are under way to improve information depicted on VFR Charts. While a prototype series is planned, requirements and specifications need to be reviewed through the Interagency Cartographic Committee for evaluation.

Profile Descent Chart Elimination—Study Date Aug. 2–20, 1983

There are presently only six charted profile descent procedures in the U.S. There are plans to move these charts into the STAR publication. Profile descent charted procedures should be reviewed for:

1. Combination within the STAR procedures and charting program.
2. Elimination of the profile descent charts.

RF Charts—Study Date Oct. 11–Nov. 19, 1983

The present low and high altitude enroute charts need review.

Simplification and combination with military charting requirements should be considered. This would be in conjunction with Interagency Cartographic Committee efforts.

Visual Approach Charts—Study Date Nov. 22–Dec. 17, 1983

There are an increasing number of visual approach procedures being developed, along with associated charts. This concept should be reviewed with regard to purpose, procedural application, and charting requirements.

RNAV Chart Elimination—Study Date Feb. 7–Mar. 3, 1984

The present concept of the fixed route RNAV system for high altitude application is under review. With this in mind, the need for Area High RNAV Charts should be studied. This would entail transfer of certain RNAV information to other publications.

Participants

FAA, Airspace and Air Traffic Rules Division, AAT–200
FAA, Southern Region, AAT–530
Aircraft Owners and Pilots Association
Experimental Aircraft Association
Airline Pilots Association
National Business Aircraft Association
Department of Defense
National Association of State Aviation Officials

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TG 2–4

Study Location—FAA, Southern Region Headquarters, Atlanta, Georgia

IFR Separation Review—Study Date Mar. 1–Apr. 23, 1983

As new equipment and technological improvements are brought into service, accuracy of navigation and control is increased. A review of all ATC separation criteria is necesary to insure maximum, yet safe, utilization of available airspace.

Special VFR/Special IFR Separation Review—Study Date Aug. 2–Sept. 3, 1983

A close look is required at Special VFR/Special IFR procedures and their application at high density airports. This review should include regulatory and/or procedural requirements.

Wake Turbulence Criteria—Study Date Jan. 3–Feb. 11, 1984

Wake turbulence has been the subject of many studies. This review would concentrate on separation requirements and an evaluation of present criteria.

Simultaneous ILS Approach Criteria Evaluation—Study Date Mar. 6–Apr. 14, 1984

This task assignment will encompass ILS approaches to parallel runways and simultaneous approaches to non-parallel runways; not necessarily full ILS approaches. A look at approach minima and distance between runway criteria is planned.

Traffic Segregation by Category—Study Date May 1–Jun. 2, 1984

A look at the feasibility of separating aircraft and runway use by specific aircraft categories is needed. Procedures may be developed for some airports using this concept.

Terminal Sequencing and Spacing—Study Date Jun. 12–Jul. 8, 1984

A study is necessary to evaluate the fully automated Terminal Sequencing and Spacing program to determine:

1. How to implement the program.
2. How to integrate with Enroute Metering.

Participants
FAA, Southern Region, ASO-530
FAA, Atlanta ARTCC
FAA, Miami International Tower
Department of Defense
Commuter Airline Association of America
Aircraft Owners and Pilots Association
Air Transport Association
Air Traffic Control Association

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TG 2–5

Study Location–FAA, Southwest Region Headquarters, Fort Worth, Texas

Helicopter Separation—Study Date Nov. 1–Dec. 10, 1982

The unique operating characteristics of helicopters and their increased use in the ATC system require a review of separation criteria presently employed with the possibility of reduction in some instances.

Helicopter Route—Study Date May 3–June 11, 1983

The possibility of special routes into and out of major terminals that would avoid the standard flow of traffic should be evaluated. This would provide the needed flexibility to make maximum use of terminal airspace while meeting the needs of the helicopter community.

Helicopter Charts—Study Date June 21–Jul. 23, 1983

The concept of separate charts for helicopters should be evaluated to provide the specialized information required to meet their needs. This group would make recommendations on:

1. The need for separate charts.
2. What should be depicted.

Helicopter Instrument Approach Procedures—Study Date Sept. 6–Oct. 8, 1983

The possibility of special helicopter instrument approach procedures with reduced development criteria and minima should be evaluated.

Participants

FAA, Northeast Region, ANE–530
FAA, ATC Procedures Division, AAT–300
FAA, Southwest Region, ASW–530
FAA, Air Transport Division, AFO–200
FAA, Aircraft Programs Division, AFO–700
Department of Defense
Helicopter Association International

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TG 2–6

Study Location—FAA Headquarters, Washington, D.C.

ARTCC Boundary Review—Study Date Jan. 3–Feb. 26, 1983

With the implementation of Enroute Metering and Random Routes, a need will exist to revise ARTCC boundaries to accommodate traffic flow changes. This task group will evaluate the possibility of establishing criteria for ARTCC boundary placement to most effectively match traffic flows and reduce the need for altitude/route restrictions caused by present alignment.

National Beacon Code Allocation Plan (NBCAP)—Study Date Mar. 15–Apr. 9, 1983

A review should be conducted with regard to the concept of NBCAP, its adequacy for providing code allocation, and operational effectiveness.

Participants

FAA, ATC Procedures Division, AAT–300
FAA, Airspace and Air traffic Rules Division, AAT–200
FAA, Northeast Region, ANE–530
FAA, Southern Region, ASO–530
FAA, Southwest Region, ASW–530

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TG 3–1

Study Location—FAA, Central Region Headquarters, Kansas City, Missouri

Additional Services IFR/VFR—Study Date Mar. 20–May 28, 1984

The ATC system provides many additional services to users such as traffic advisories, weather information, etc. This area should be reviewed to determine if services provided are sufficient to meet the needs of the aviation community. The task group would be expected to make recommendations as to specific improvements that may be necessary.

Parachute and Glide Operations—Study Date June 5–July. 14, 1984

Parachute and glider operations are increasing in number and are having

more effect on the ATC system. These areas need review with regard to impact, information dissemination, and advisory/flight following services.

Airport Information Service—Study Date July 31–Aug. 25, 1984

A review of the use and content of airport information service broadcasts is necessary. There is a need to identify essential and non-essential information to keep these broadcasts short and concise.

Participants

FAA, Central Region, ACE–530
FAA, Flight Service Procedures Branch, AAT–360
Chicago ARTCC
Experimental Aircraft Association
Aircraft Owners and Pilots Association
Department of Defense
Soaring Society of America
Parachute Association of America
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TG 3–2

Study Location—FAA, Western Pacific Region Headquarters, Seattle, Washington

NOTAM Evaluation—Study Date Apr. 17–May 26, 1984

The Notice to Airmen system has grown complex and large. It should be reviewed for simplification, recategorization, and dissemination improvement.

Flight Plan Format—Study Date July 31–Sept. 15, 1984

There are presently separate requirements and format for international, military, and civil flight planning. Each Flight plan requirement should be studied for commonality and possible combination into one, simple, uniform format.

Flight Data Dissemination—Study Date Sept. 25–Oct. 3, 1984

The amount of information available to the flying public is growing at an increasing rate. This area needs study to determine adequacy and priority in regard to user requirements. It should also include military activity and airport information.

Participants

FAA, Alaskan Region, AAL–530
FAA, Western-Pacific Region, AWP–530
FAA, Flight Service Procedures Branch, AAT–360
FAA, Oakland Flight Service Station
Commuter Airline Association of America
Aircraft Owners and Pilots Association
Department of Defense
Air Transport Association
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TG 3–3

Study Location—FAA Headquarters, Washington, D.C.

International Delegated Airspace—Study Date Nov. 22, 1983—Jan. 21, 1984

The area from the continental limits to the Flight Information Region (FIR)/ Control Area (CTA) lacks commonality and creates confusion in airspace designation and procedural application. This area needs review for simplification and to reduce redundancies.

Consoliation of U.S. Oceanic ATC Control Centers—Study Date Oct. 23–Dec. 1, 1984

There are presently seven ARTCC's in the U.S. which exercise oceanic control. Consolidation should be studied to simplify and provide uniformity in application of oceanic procedures in the ATC system.

Continental Airspace Expansion—Study Date Jan. 7–Feb. 15, 1985—In conjunction with the International Civil Aviation Organization (ICAO), a request has been received to expand the U.S. continental limits from its present 3-mile limit to a 12-mile limit offshore. This area needs study to determine the impact on civil and military operations.

Participants

FAA, Airspace and Air Traffic Rules Division, AAT–200
FAA, ATC Procedures Division, AAT–300
FAA, Office of International Affairs
FAA, Southern Region, ASO–530
FAA, Northeast Region, ANE–530
Department of Defense
Air Transport Association
Helicopter Association International
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TG 3–4

Study Location—FAA Headquarters, Washington, D.C.

The organizational structure of the following FAA handbooks should be reviewed and recommendations made to make data easier to find. The direction of this study is more towards structure than content.

FAAH 7210.3—Facility Operations and Administration
Study Date Jan. 31–Mar. 17, 1984.
FAAH 7110.10—Flight Services
Study Date July. 31–Sept. 15, 1984.
FAAH 7930.02—NOTAM System
Study Date Oct. 23–Dec. 8, 1984.
FAAH 7110.80—Data Communications
Study Date Feb. 25–Apr. 11, 1985.

Participants

FAA Southwest Region, ASW–530
FAA, Flight Service Procedures Branch, AAT–360
FAA, Northeast Region, ANE–530
FAA, Enroute Procedure Branch, AAT–330
FAA, FSS and Leased Services Communications Requirements Branch, AAT–140
Professional Air Traffic Controllers Organization
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TG 3–5

Study Location—FAA Headquarters, Washington, D.C.

The organizational structure of the following FAA handbooks should be reviewed and recommendations made to make data easier to find. The direction of this study is more towards structure than content.

FAAH 7110.65—Air Traffic Control
Study Date Mar. 20–May 5, 1984.
FAAH 7610.4—Special Military Operations
Study Date Aug. 28–Oct. 13, 1984.
FAAH 7110.83—Oceanic Air Traffic Control
Study Date Jan. 7–Feb. 22, 1985.
FAAH 7210.7—Flow Control Procedures
Study Date Feb. 25–Apr. 11, 1985.

Participants

FAA, Southern Region, ASW–530
FAA, ATC Procedures Division, AAT–300
FAA, ATC Operations Division AAT–400
Department of Defense
Professional Air Traffic Controllers Organization
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TG 3–6

Study Location—FAA Headquarters, Washington, D.C.

The handbooks and manuals contained within this group should be updated and reorganized. They should be reviewed with regard to state-of-the-art improvments in airborne and ground based equipment.

Airmen's Information Manual
Study Date May 8–June. 23, 1984.
FAAH 7130.3—Holding Pattern Criteria
Study Date Sept. 25–Nov. 10, 1984.
FAAH 7400.2—Airspace Matters
Study Date Nov. 13–Dec. 22, 1984.

Participants

FAA, Airspace and Air Traffic Rules Division, AAT–200
FAA, Office of Flight Operations
FAA, ATC Procedures Division, AAT–300
* * * * *

Dated: August 5, 1981.

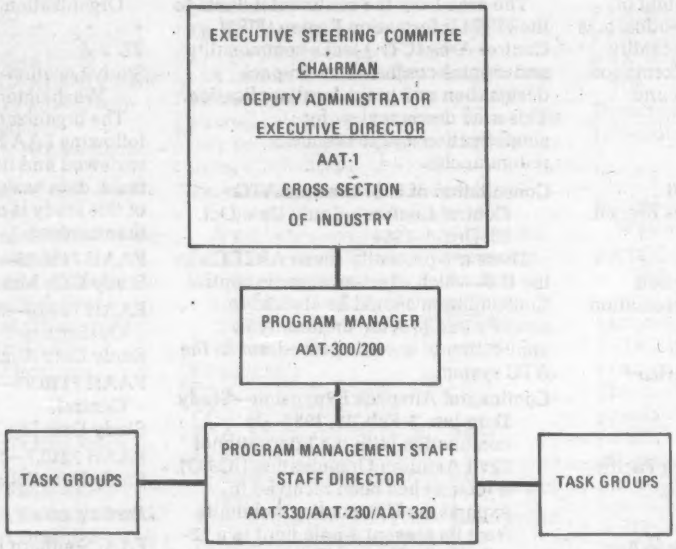
R. J. Van Vuren,

Director, Air Traffic Service, Federal Aviation Administration.

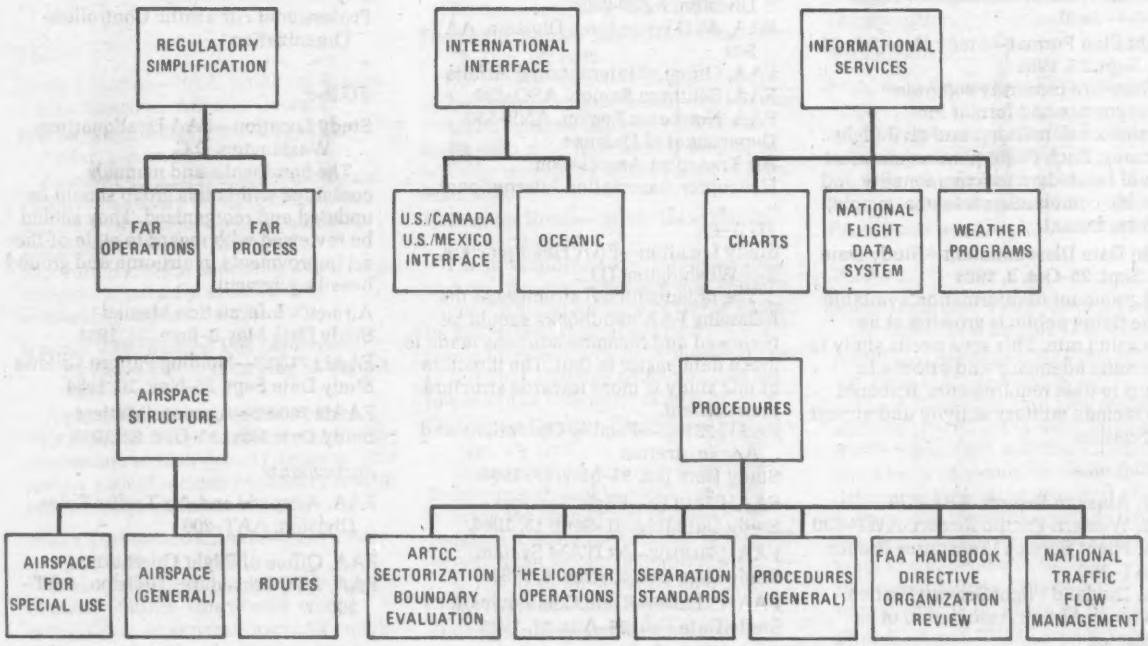
BILLING CODE 4910-13-M

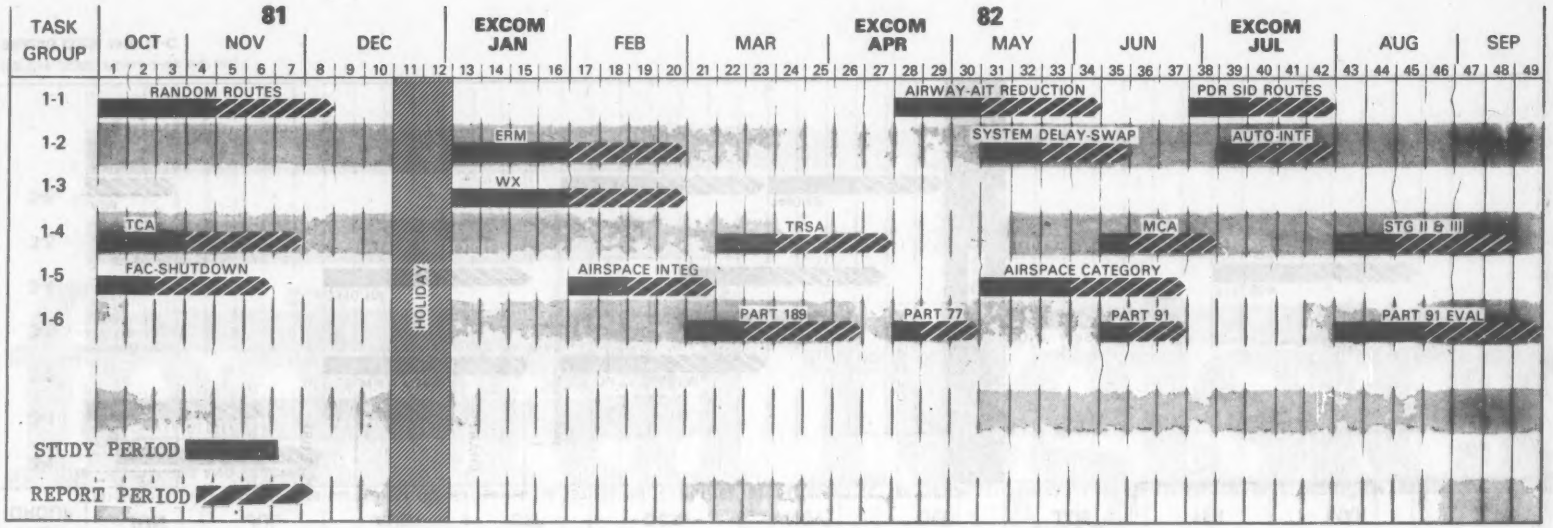
NATIONAL AIRSPACE REVIEW

ADMINISTRATIVE ORGANIZATION



MAJOR TASK AREAS

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1-1
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RANDOM ROUTES
AIRWAY-AIT REDUCTION
PDR SID ROUTES
ERM
SYSTEM DELAY-SWAP
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STG II & III
FAC-SHUTDOWN
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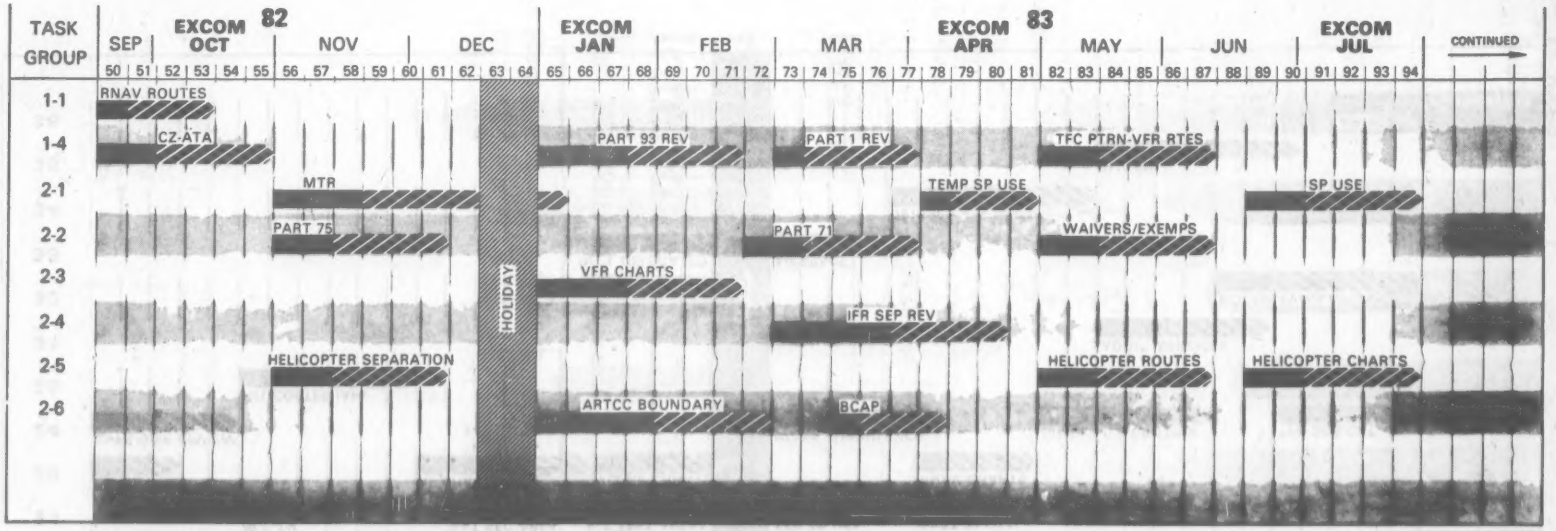
REPORT PERIOD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2-6
RNAV ROUTES
CZ-ATA
PART 93 REV
PART 1 REV
TFC PTRN-VFR RTES
MTR
TEMP SP USE
SP USE
PART 75
PART 71
WAIVERS/EXEMPS
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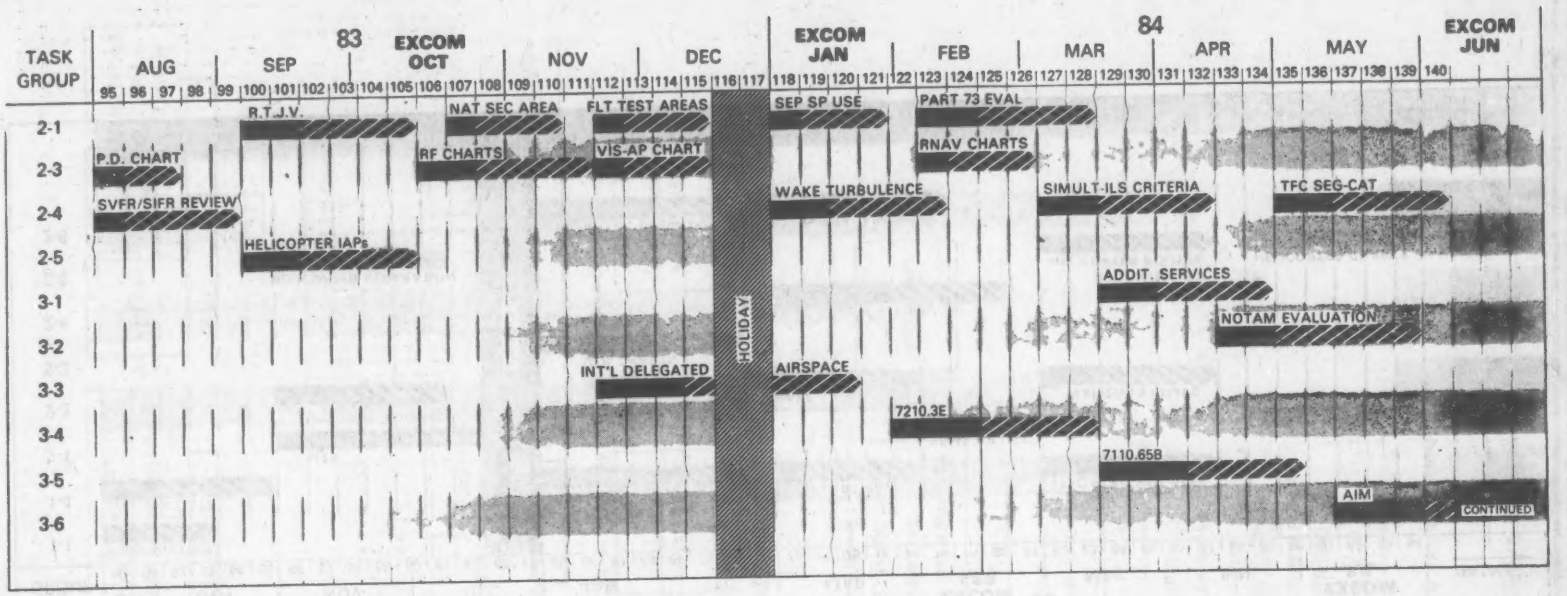

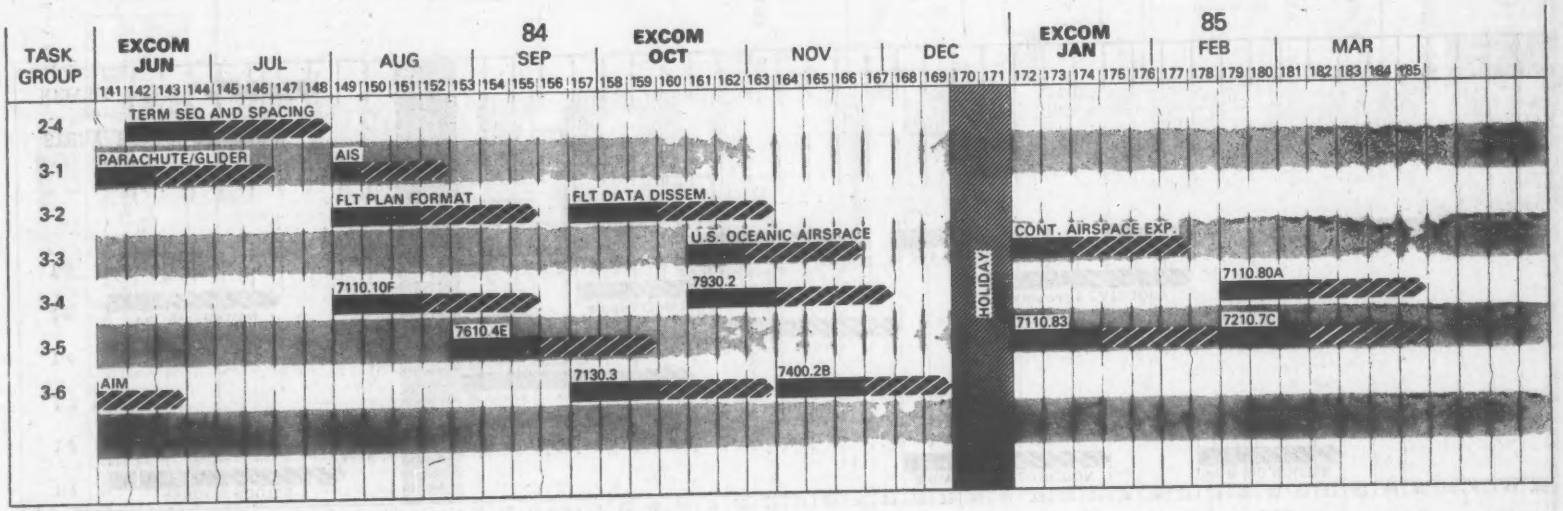

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